

COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S
WATERPROOF CLOAKS,
COLLARS
(ALL SIZES AND SHAPES),
TRAVELLING TRUNKS,
&c., &c., &c.

"ODO"
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 411 日廿月六二十二號

THURSDAY, AUGUST 6, 1896.

四月七日

號六月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chow Tung Shang, Esq.
H. Stoltefort, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [5]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-

HOLDERS £35,000

RESERVE FUND £35,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 31 "

" 3 " 31 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [53]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL £1,000,000

SUBSCRIBED £800,000

PAID-UP £650,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 12 Months... 4 per cent.
" 6 " 31 "

" 3 " 31 "

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 7th July, 1895. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUND £5,000,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:

A. McCONACHIE, Esq.—Chairman.

ST. C. MICHAELSEN, Esq.—Deputy Chairman.

Hon. J. J. Bell-Irving, Esq.

G. B. Dodwell, Esq.

D. R. Samsen, Esq.

M. D. Eekel, Esq.

R. Stewart, Esq.

R. M. Gray, Esq.

N. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent.

per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1895. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ Per

Cent. per annum.

Depositors may transfer, at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [32]

Notice of Firms.

NOTICE.

I HAVE This Day commenced Business as a
GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, 20th July, 1895. [1249]

605

Intimations.

THE PHARMACY.

TANSAN, TANSAN,

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE

than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH OF CHINA!—

FLETCHER & CO.

and CARMICHAEL & CO.

605

JUST RECEIVED ANOTHER CONSIGNMENT

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER

is guaranteed PURE and of THE FINEST QUALITY.

In lbs., 1lb. and 1lb. TIN.

RETAIL PRICE \$1.20, 60c. and 30c.

THE HONGKONG BUTCHERY,

CENTRAL MARKET.

J. TATAM,

PROPRIETOR. [49]

Insurances.

EMPEROR ASSURANCE CORPORATION,
LIMITED.

FIRE AND MARINE.

WE have This Day been appointed
AGENTS and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.

Hongkong, 28th April, 1895. [742]

THE MANCHESTER FIRE INSURANCE
COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £1,000,000

TOTAL FUNDS AND SECURITY £1,448,000

NET ANNUAL FIRE PREMIA. £75,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS at
CURRENT RATES.

HOLLIDAY, WISE & Co.

Hongkong, 2nd January, 1896. [910]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000

EQUAL TO £833,333-33

RESERVE FUND £318,000.

BOARD OF DIRECTORS.

LEE SING, Esq. LO YEEU MOON, Esq.

LOU TSO SHUN, Esq.

MANAGER—HO AMEL

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st November, 1895. [43]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 28th May, 1895. [347]

Anticipations.

CONTRACT FOR BUILDING A
SANATORIUM FOR NAVAL AND DOCK
YARD OFFICERS AT VICTORIA GAP,
PEAK, FARM LOT NO. 63.

PERSONS desirous of Tendering for their
Tenders Sealed and Marked, "TENDER FOR
SANATORIUM," not later than 10 A.M. on
TUESDAY, the 18th August, 1896, at H.M.
NAVAL YARD, Hongkong, addressed to the
COMMODORE-IN-CHARGE, H.M. Naval Establish-
ment.

Plan, Specification and all particulars can be
obtained on application to the "ASSISTANT
CIVIL ENGINEER," Officer-in-Charge of
Admiralty Works.

The right to reject the lowest or any Tender
is reserved.

Hongkong Naval Yard,
4th August, 1896. [1231]

MID-FORMOSA RELIEF FUND.

SUBSCRIPTIONS are earnestly solicited for

the RELIEF of the INHABITANTS of

MID-FORMOSA, RENDERED HOMELESS

through the late disturbances, a full report of

which has been published in the Hongkong and

Shanghai Newspapers.

It is roughly estimated that at least FORTY

THOUSAND PEOPLE have been forced to

take refuge in the Hill Country, from the Towns

and Villages and around the Hoomin district.

Of this number, it is calculated that Twenty-

THOUSAND are without shelter and totally

unprovided for. The distress reported is

inelemental, and hopeless of alleviation without

material and speedy assistance.

A Committee will be formed to arrange for

the distribution of money collected. Meanwhile

the Undersigned makes an earnest APPEAL

on behalf of the SUFFERERS. Subscribers

are kindly requested to pay their donations to

the

THE HONGKONG TELEGRAPH, THURSDAY, AUGUST 6, 1896.

To-day's
Advertisements.
WIRTH'S CIRCUS.

LOCATION RECLAMATION,
WEST POINT.
CONTINUED SUCCESS
MAMMOTH DOUBLE ATTRACTION,
TO-MORROW NIGHT

AND
EVERY EVENING
FOLLOWING.

A GIGANTIC PROGRAMME,
comprising 15 New Numbers, including the
SENSATIONAL LIVERPOOL
STEEPLECHASE,
AND
FIRST APPEARANCE
OF THE FAMOUS
IMPERIAL CHING LING FOO
TROUPE
OF WONDER WORKERS.

SAME POPULAR PRICES.
Boxes \$ 2.00
Front Stalls Chairs 1.00
Second Stalls Chairs 0.50
Gallery 0.30
Soldiers Half-price, Except Gallery.

SATURDAY,
GRAND AFTERNOON PERFORMANCE.
Doors Open at 2. Commence at 3.
For the convenience of Schools and Families
unable to attend the Evening Sessions,
When Children will be admitted to all parts of
the house at Half-prices.
Each Child will be presented with a
Souvenir Portrait of
LITTLE MARIE WIRTH.

SPECIAL ANNOUNCEMENT,
MONDAY NIGHT,
TESTIMONIAL BENEFIT TENDERED TO
Mrs. WIRTH,
Which will be under the Distinguished Patronage
of
HIS EXCELLENCY SIR
WILLIAM ROBINSON, K.C.M.G.,
and
MAJOR GENERAL BLACK.

Wantage, 6th August, 1896. [1221]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

A N INTERIM DIVIDEND at the Rate of
TWO AND A HALF PER CENT. (ONE
DOLLAR AND TWENTY-FIVE CENTS per Share)
for the Six Months ending 30th June, 1896 will be
PAID to those Persons who are registered as
SHAREHOLDERS in the above Company on
MONDAY, the 6th August, 1896.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 24th
Instant, both days inclusive.

By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 6th August, 1896. [1244]

PERSEVERANCE & LODGE OF
HONGKONG, No. 1,165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS
HALL, Zealand Street, on SATURDAY, the 13th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 6th August, 1896. [1242]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"ROSETTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Congsignees of Cargo by the above-named
vessels are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Himalaya*.
From Australia, ex S.S. *Massilia*.

From Persian Gulf, ex E. I. S. N. Co. and
Bombay Persian S. N. Co.'s Steamers.

Optional goods will be landed here unless
instructions are given to the contrary before 1
P.M. TO-DAY.

Goods not cleared by the 13th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 6th August, 1896. [431]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MARQUIS BOQUEHEM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Underwriters before Noon on the
13th instant or they will not be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co., Agents.

Hongkong, 6th August, 1896. [1099]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAIGON.

THE Steamship

"SHANTUNG,"

Captain Frampton, will be despatched on
MONDAY, the 10th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1245]

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Steamship

"HAILOONG."

Captain Davis, will be despatched for the above
Ports TO-MORROW, the 7th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th August, 1896. [1236]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Steamship

"NAMOA,"

Captain Hall, will be despatched for the above
Port TO-MORROW, the 7th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th August, 1896. [1237]

THE Steamship

"NANSHAN,"

Captain Jenkins, will be despatched for the above
Ports TO-MORROW, the 7th instant, at Noon.

For Freight or Passage, apply to
BRADLEY & Co.,
Agents.

Hongkong, 6th August, 1896. [1238]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers through rates
for NINGPO, CHEFOO, NEWCHENG, TIENTSIN, HANKOW and PORTS on the
YANGTZE.)

THE Company's Steamship

"NESTOR,"

Captain Arquith, will be despatched as above
TO-MORROW, the 7th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1239]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched as above
on SATURDAY, the 8th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1240]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FUIME AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain G. Costanzo, will be despatched as
above on SATURDAY, the 8th instant, at 2 P.M.

Cargo will not be received on board after 3
P.M. prior to date of sailing.

For further information as to Passage and
Freight, apply to

SANDER & Co.,
Agents.

Hongkong, 6th August, 1896. [1240]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above
on SATURDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1240]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Steamship

"THALES,"

Captain Douglas, will be despatched for the above
Ports on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th August, 1896. [1241]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MEDUSA,"

Captain G. Wallusching, will leave for the above
places on WEDNESDAY, the 10th instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 6th August, 1896. [1241]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

Issues, Commander, will be despatched on
SATURDAY, the 11th instant, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel fitted throughout with Electric Light.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1241]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAIGON.

THE Steamship

"SHANTUNG,"

Captain Frampton, will be despatched on
MONDAY, the 10th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1896. [1242]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

LEMONADE.

GINGERADE.

POTASH WATER.

LITHIA WATER.

THE HONGKONG TELEGRAPH, THURSDAY, AUGUST 6, 1896.

AT Singapore, recently, a Bengal milk-seller was fined \$100 for selling adulterated milk. The analysis showed 47 per cent. of added water.

CHOLERA was raging in various parts of Tonquin at the date of last advices. It has proved destructive among the native population, and has carried off officers and men amongst the French troops.

As regards the reported poisoning of Mrs. Percy Stephens, the *Flanders Gazette* states, on official authority, that the Government Analyst has found no traces of poison. It seems clear that her death arose from natural causes.

This advertisement on the 25th July announcing the death of Mrs. Gaggin arose from Messrs. Gaggin's misundstanding a telegram. They have since received another telegram announcing that Mrs. Gaggin is improving—*Straits Free Press*.

At the debenture-holders' meeting of the Manila Railway Company in London the other day a walking poll was adopted, pending the decision on the legal dispute as to the payment of interest on the "B" Prior Lien Bonds before on the debenture debt.

The *Aberdeen Journal*, whose files go back for a period of close on one hundred and fifty years, has begun a series of extracts from the journal published a century ago. These extracts are of a miscellaneous character—local, political, and geneal., and will no doubt be widely read by Abertoniens.

NEWS BY THE ENGLISH MAIL.

LONDON, July 10th.—The Emperor and Empress of Russia made their entry into St. Petersburg on 9th inst.

Sir Alfred D'Arcy, K.C.M.G., was married yesterday to Miss Margaret Aird, daughter of Mr. Charles Aird, of Easthouse.

The will of Colonel North has been proved, the net value of the personal estate being £200,000.

Racing on the Clyde yesterday, the Prince of Wales's *Britannia* beat the German Emperor's *Mitser* on time running, after an exciting race.

Sir John Pendry died on 7th inst. at Fonthill Grey Place, Kent. The immediate cause of death was paralysis.

The members of the Ancient and Honourable Artillery-Corps of Boston, Massachusetts, are now on a visit to the parent organisation, the Honourable Artillery Company of London.

After a cricket match which will be memorable for a brilliant exhibition of bat-biting on the third day, Oxford, at Lord's, defeated Cambridge by four wickets.

It is now definitely stated that at the conclusion of the manoeuvres the vessels engaged, over 100 in all, will assemble at Spithead, where they will be inspected by Li Hung-chang on August 10th.

The Queen has sent £100 and a portrait of herself to a Mrs. Keay, of Garrow, St. Brides, Cornwall, who has seven sons at present serving in the army, and all of exemplary character.

The German Asiatic Bank has held its annual meeting at Berlin. A dividend of 8 per cent. is to be paid on the called up capital.

Two Wesleyan young ladies, Miss Hellier, of Leeds, and Miss Cannington, of Liverpool, are about to proceed to Wuchang, China, under the auspices of the Wesleyan Missionary Society.

At a meeting of the Council of the Royal Colonial Institute, held on the 7th inst., Mr. Evan Cameron was elected a Fellow.

The *Echo de Paris* announces the engagement of the Duc d'Orléans, the French Pretender, to a Princess of the Austrian Imperial family, the Archduchess Marie Dorothy Amélie, his first cousin once removed.

Mr. Krupp, at Essen, the so-called "cannon king," has devoted £6,000,000 for the building of a new hospital for his labourers, which is to be provided with all the newest improvements in science.

The Queen has been pleased to approve the appointment of Mr. Francis William Maclean, Q.C., to be Chief Justice of the High Court at Calcutta, in succession to Sir W. Comer Pettersen, whose tenure of the office ceases by his resignation on Nov. 1st next.

It is proposed by many influential members of the theatrical profession that the memorial to Sir Augustus Harris should be an enlargement of the Actors' Orphanage—a gracious memento which would well accord with the deceased's kindliness and generosity.

Yesterday the German Emperor's yacht *Metternich* made her first appearance on the Clyde, at the Regatta of the Royal Largs Club. It is varying orders the big race resolved itself into a match between *Metternich* and the Prince of Wales's *Britannia*. The latter was ahead on the first round, but lost her head way upwards; upon time allowance she was, however, declared the winner by 32 seconds.

The 8th inst. was Mr. Chamberlain's sixtieth birthday. The Colonial Secretary was born in London, as he has several times stated, and though Blenheim history is closely identified with his career, his loyalty to his native city has undergone no change. Hardly any other public man aged sixty looks as youthful as Mr. Chamberlain, and this despite a strenuous labour and twenty years spent in Parliament.

Another lady has been added to the pedigree. Mrs. Evelyn Smith, wife of James Maclearen Smith, of the Holme, South Kensington, has satisfactorily established her claim to be Baroness Gray in the Peerage of Scotland. At the inquiry before the Committee for Privileges in the House of Lords it was stated that the Barony of Gray stands third of the Barons or Lords of Parliament on the Union Roll of the Peerage of Scotland, and was created in or before 1445.

Lord Salisbury is expected to take up his residence at Wimpole Castle, the official residence of the Lord Warden of the Cinque Ports, at the end of the present month. Preparations (a Dover correspondent says) are already being made for the installation. The Prime Minister, a Parliamentary correspondent learns, has definitely fixed Saturday, Aug. 13th, as the day on which he will visit Dover to be invested with the Lord Wardenship.

It is proposed to erect in London a terrestrial globe on a scale of 1,500,000 ft. of nature, i.e., a globe having a diameter of eighty-four feet, and showing the earth's surface on a scale of about eight miles to the inch. At Paris, in 1889, a globe was exhibited, but this one will be double the diameter, and upon it every geographical feature of importance will be shown and named, as will also be every city or town having 5,000 inhabitants, besides a large selection of others with a smaller population. The larger cities will be drawn to scale. London will not cover a space rather larger than that of a penny.

NAVAL AND MILITARY.

The following appointment has been made at the Admiralty:—Captain S. C. Holland, A.D.C., to be Commodore, second class, in charge at Hongkong.

Amongst the successful candidates at the recent examination of officers for promotion at stations abroad was Lieut. Rowcroft, E. C., of the Hongkong Regiment, being distinguished in military topography.

There is considerable wisdom, states a contemporary, in the suggestion that the *Metternich* shall be sent to Hongkong instead of the *Tamar* to replace the old *Victor Emmanuel* as depot ship. The *Tamar* is too small for the purpose, and will not have much accommodation to spare for supernumeraries, while the ex-lieutenant trooper

has plenty of room, and is, moreover, a far more comfortable ship between-decks for a hot climate. There are many other uses to which the *Tamar* could be put, particularly in view of the increasing importance of our naval strength in the Far East.

The following farewell order has been promulgated by Lieutenant-Colonel Welby, M.P., on resigning the command of the Royal Scots Greys at Aldershot:—"Officers, Non-commissioned officers, and private Dragoons.—After four years in command and twenty years' service in the regiment, it is my painful duty to bid 'farewell.' I heartily and sincerely thank that anyone would have in organising an army would be in getting the authorities to give over the amount of control necessary to bring any organisation even within view of success. We know what happened with Admiral Lang and the Chinese fleet. There is no guarantee that this disgraceful exhibition of revelling ingratitude would not be repeated.

FORMOSA SPECIAL COURT REGULATIONS.

AMOY, August 5th.

The Government of Taiwan has found it necessary to appoint a Special Court with a view to examine the cases in connection with the present rebellion. The Regulations have been published.

They provide that the Court shall be instituted with five judges appointed from among those of the Supreme Court and the Court of Appeal and shall be opened at any place where the Governor-General of Taiwan

shall find convenient whenever crimes have been committed with a view (1) to upset the Government, to arbitrarily occupy the land, or to disturb the laws and regulations; (2) to oppose the administration; (3) to endanger high officials; or (4) when crimes have been committed calculated to cause diplomatic complications.

The Court has been opened of late at Chang-qua, where the Inquiry is going on in connection with the cases of a number of prisoners concerned in the present rebellion.

On finishing the Inquiry at Chang-qua the Court will be opened in other districts.—*Daily Press*.

THE BACK-DOOR OF CHINA.

LONDON, July 9th.

France has at last secured the right of entry into China by the back way. She has had this object in view for a long time past; there can be no doubt it was the ruling idea which moved her in the conquest of Tonqua; and she has now obtained the key to this back entrance in the shape of a treaty recently signed which grants to the Fives-Lille Ironounding Company of Fives, near Lille, a concession for making a railway from Lang-son to Lung-tcheh, in South China.

"Cest le premier pas qu'il faut,"

and this first step towards the goal having been successfully got over, there will probably be no serious hindrance to the development of the great French scheme, which cannot fail to be fruitful of very important results, and combined with the tapping of North China, it is quite likely to inaugurate some new and interesting features in the trade between Europe and the Chinese Empire. By the new Franco-Chinese treaty France has acquired the right to extend the Tonqua railway into the heart of the Southern Chinese provinces of Yün-nan, Kwai-tchen, Kuang-si, and Kwang-tung, together with other privileges and advantages, and the Chamber of Commerce of Lyons, taking time by the forelock, even before the treaty was signed, despatched a "commercial exploring commission" to China with the object of investigating the productions and resources of the country, the requirements of and possible trade outlets in the rich southern provinces of Yün-nan, Kuang-si, Kwai-tchen, etc., and of studying the means of diverting the trade with these provinces from Shanghai, and directing it through Tonqua." This mission was sent off last autumn, at the moment when the great Russo-Chinese loan had been floated so bountifully with French capital, when the Fives-Lille Company was making all possible efforts to obtain the concession just granted to it, and when French and Russian capital had established the Franco-Russian Bank of China. The French were a good deal disconcerted at the time for the alacrity they showed in taking up the Russo-Chinese loan of 400,000,000 francs in gold; but the snarls were misplaced; they had a great object in view, and this object appears to be on the point of being attained. The following are some of the principal privileges and advantages accorded to France by the new treaty with China, in addition to the right to run a railway from Lang-son to Lung-tcheh, *viz.* Dong-dang ("the door of China") :—Establishment of a consular post at Teng-chen; opening of the town of Lun-cho in the province of Kuang-si; to the north of Lang-son, to Fisco-Tonqua and Annamit trade; opening of the port of Hok-hu with the privilege of setting up a consular post there; opening up of Chennao, between the Me-kong and Nam-te, 20 miles north-west of Lang-Prabang in Tonqua; the eight-tonnages of the rivers Lao and Mekong; the right to use the so-called Mandaria highways; the reduction of tolls; and the priority of mining concessions in the provinces of Kwang-tung, Kuang-si, and Yün-nan.

The great importance of such a line of railway as that conceded to the Fives-Lille Company may be shortly explained as follows.

Up to the present the three wealthy and flourishing southern provinces of China, viz., Kuang-si, Yün-nan, and Kwai-tchen, have had no other communication with the coast by means of three long and difficult trade-routes; the time taken to pass over the first of these routes, although the Yangtze-kiang river is utilized for part of the distance, is three months and a half, and the cost of transport is about £20 per ton; the second route, *viz.* the Canton river as far as Peas, takes two months of time, and the cost of transport is £12 per ton.

Notwithstanding this difficult and dear transport,

however, the annual value of the goods traffic of these provinces is estimated at four millions sterling; a good idea may therefore be formed of the enormous trade which might be done with this corner of the Chinese Empire if quicker and better communications were available.

The port of Hal-phou in Tonqua is already connected with Thau-lang-tchong on the Lang-ton Railway, by means of a canal sixty-two miles long, and from Lang-ton the locomotive will soon be running as far as Dong-dang, which is only twenty-eight miles from Lang-ton. This last-named town is the central point of the south-western provinces of China, and the railway which the Fives-Lille Company has undertaken to build is intended, as far as possible, to divert the enormous trade movement of the provinces through Tonqua. The laying-down of the railway will also tend to render the northern portion of the French Protectorate more secure, as the land pirates and Black Flag will be pushed further and further away from civilization, and on its completion the products of south-west China, instead of being packed with a freight charge of eight to twelve pounds sterling

on their journey to the coast, will be brought to the Tonqua port of Haiphong for something like one pound sterling per ton. After a long series of troubles and disappointments, therefore, to say nothing of the heavy costs incurred to the State, it really looks as if France is at last about to reap some profit from its Cocala-Chinese enterprise.

The trade of one or two Tongqua ports must necessarily increase, partly at the expense of certain ports in China; but the ocean-carrying trade in connection with south-west China must grow greater and greater when stimulated by the new French railway. Whether the French flag will be able to take all the extra profit arising from the increased traffic is, however, doubtful, although it is certain great efforts will be made to secure it.—*Fairplay*.

LATE TELEGRAMS.

LONDON, 22nd July.

The marriage of the Princess Maud of Wales was duly solemnized to-day. The scene at Buckingham Palace Chapel was most brilliant. All the members of the royal family were present, besides many foreign guests. The Prince of Wales presided at the breakfast, at which the Marquis and Marchioness of Salisbury, Mr. and Mrs. Gladstone, and Mr. and Mrs. Chamberlain were present.

CALCUTTA, July 23rd.

The result of the 3 per cent. rupee loan was as follows:—The minimum rate of Rico 70, only received 29 per cent. of the amount applied for at that rate. The average rate was Rico 130.

The tenders for the four crores amounted to over twelve crores, of which three and three-quarters were from Bombay and Madras, and the remainder in Calcutta. It is reported that the bulk of the loan has been taken on London account.

LONDON, July 23rd.

At a dinner given by the South Africa Association last night, at which the Marquis of Lorne presided, His Lordship, in toasting the prosperity of South Africa, did believe that the British before long would be as much the masters of the Zambesi as the masters of the Nile.

July 24th.

The operations against the Matobas in the Matopos Hills are regarded as indecisive. It's

stated that Colonel Carrington will not re-enter the hills, but will build fort round them.

CANADIAN MAIL NOTES.

LONDON, July 9th.

The burning political question of the day in Canada when the mail left was the resignation of the Tory cabinet, headed by the Premier, Sir Charles Tupper, and the formation of a Liberal Government by Hon. Wilfrid Laurier. Our exchanges are evidently strongly Liberal, as they accuse the outgoing Government of increasing the taxation for political purposes, of fomenting the racial prejudices of the Colonists, and of gross political frauds and corruption.

Premier Tupper resigned on the 10th July and his successor was sworn in on the 11th, naming the following cabinet the next day:—President of the Council, Hon. Wilfrid Laurier. Minister of Trade and Commerce, Sir Richard Cartwright. Minister of Justice, Sir Oliver Mowat. Minister of Finance, Premier Fielding. Minister of Militia, Dr. Borden. Minister of Marine and Fisheries, L. H. Davies. Minister of Public Works, J. I. Tarte. Minister of Railways and Canals, G. H. Blaik. Minister of Agriculture, Sydney Fisher. Postmaster-General, W. Mulock. Controller of Customs, W. Paterson. Controller of Island Revenue, Sir Henry Joly. Secretary of State, R. W. Scott. Collector-General, Chas. Fitzpatrick. The Interior Department is left vacant for the present. Without portfolio, C. A. Gifford and R. R. Dobell.

The nomination of Mr. Bryan of Nebraska as the Democratic candidate for President of the United States was totally unexpected for. Until the Convention met in Chicago his name had never been mentioned, but by his speeches while the

Convention was considering the platform he seemed to strike a popular chord, and by a sudden impulse he was carried forward.

He received the two-thirds vote required for a nomination on the fifth ballot. An exchange says of him and his chances of election:—He is, of course, a "silver man" clean through, ready to endorse the whole platform of the Convention.

Judging from the fact that he endeavoured to have the Populist idea of initiative and referendum tacked on to the platform, Mr. Bryan must have been more or less closely allied with the Populist party. In that case his nomination by the Chicago Convention must be looked upon as another bid for the Populist vote.

With a silver platform and a Populist-silver ticket the democrats may reasonably expect to capture a considerable Republican vote in the West, while the South will remain at "solid" as ever.

Whether the gains will upset the Eastern vote sure to be driven off by the silver victory in a question that the future must be left to settle. As Vice-President on the same ticket, Arthur Sewell, a prominent ship-builder of Maine, has been nominated, this being done to placate as far as possible the Eastern vote.

The Chinese question appears to have reached an acute stage in Vancouver, where a mass-meeting to consider the subject was held on the 6th June.

Speeches were made showing that the law prohibiting the employment of Chinese underground was constantly being disregarded, and that as a consequence white miners were everywhere being replaced by Chinese. The importation of Japanese was also objected to as prejudicial to the interests of the labouring classes.

Among the reasons adduced against the Chinese were that they introduced the evils of immorality, polygamy, gambling, the opium habit, and other evils. The remedy proposed was that the tax levied on each Chinaman entering the country should be increased from \$50 to \$100.

A series of resolutions passed by the meeting was forwarded to the Lieutenant-Governor-in-Council with the request that they be given official endorsement and support.

A telegram from Mobile, Ala., dated the 7th July, states:—The Italian brig *Adriatic*, 1,522 tons, Capt. McDonald, arrived yesterday afternoon from Java, with a full cargo of raw sugar for the B. C. Refinery. As was noted in the *Newspaper* some days ago, the *Adriatic* had been given up as lost, as no vessel had sighted her since leaving Java on January 1st and last. Her voyage lasted 183 days and was accounted for by prolonged calms and light winds; in fact, she sailed on one tack for 98 days. During the voyage two men died, one from lung trouble and the other from beriberi; another man is also sick of scurvy. The *Adriatic* is a trim-looking craft, and the present is her first voyage.

The damage is fully \$250,000.

The following, from Berlin July 13th, is worthy of note:—One of the most important bills before the Reichstag this fall will be a measure to authorize the building of railroads in the German colonies of Africa. It provides for the building of several small railroads in German South-West Africa, and they will be built entirely by British capitalists.

The bill also provides for the construction of a big road in German East Africa, from Dar-es-Salaam and Bagamoyo, *via* Tabora, to Lakes Victoria and Tanganyika; altogether about 1,500 kilometers. A syndicate has been formed by the Deutsche Bank, the German East African Co., and the Colonial Department to raise the £1,000,000 marks required. The Empire guarantees the interest.

PASSED THE CANAL.

OUTWARD—26th June—Malacca, Teekal.

30th June—Pak

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARY'S HALL, 60, Queen's Road Central.

Hongkong, 20th July, 1896.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
TO-MORROW, the 7th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th August, 1896. [1160]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"
Captain B. Branch, will be despatched on
SATURDAY, the 8th August, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1896. [1205]

"BEN" LINE OF STEAMERS.

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"BENGLOE,"
Captain Thomson, will be despatched as above
on the 9th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th July, 1896. [1194]

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHNEVIS,"
Captain Pattle, will be despatched for the above
Port on or about the 10th August.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th July, 1896. [1150]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above
Port on TUESDAY, the 11th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASQUIN, SONS & Co.,
Agents.
Hongkong, 4th August, 1896. [1225]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR VLADIVOSTOCK, VIA SHANGHAI.
(With liberty to call at CHEFOO and/or NAGASAKI)

THE Company's Steamship

"WINGS,"
Captain Sellar, will be despatched as above on
THURSDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th August, 1896. [1234]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above on
MONDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th August, 1896. [1232]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS:
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Federation ... To JAVA ... | August.

S.S. Germania ... To JAVA ... | Sept.

S.S. Cassius ... To JAVA ... | October.

S.S. Germania ... To JAPAN ... | August.

S.S. Cassius ... To JAPAN ... | October.

S.S. Federation ... To JAPAN ... | October.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 27th July, 1896. [1284]

THE Steamship

"CHINGTU,"
Innes, Commander, will be despatched on
FRIDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1223]

CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship

"FLINTSHIRE,"
Captain Dwyer, will be despatched for the above
Port on or about WEDNESDAY, the 12th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th August, 1896. [1223]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEVYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKING, GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"
Captains J. R. London, R.N.R., carrying Her
Majesty's Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 19th
August, at Noon, taking Passengers and Cargo
for the above Ports.

SHILL and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo; also a steamer
proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Slippings are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1896. [1223]

"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched for the
above Port on or about the 16th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th August, 1896. [1224]

"NINGCHOW,"
Captain Harris, Commander, will be despatched as
above on or about the 23rd instant.

For Freight, &c., apply to
HOLIDAY, WISE & Co.,
Agents.

Hongkong, 5th August, 1896. [1224]

THE Company's Steamship

"VICTORIA,"
Captain Vyvyan, will be despatched for the
above Port on or about the 16th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th August, 1896. [1225]

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